

Hongkong, 8th July, 1897.

**THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.**

FOR MANILA DIRECT.
THE Company's Steamship

"ZAFIRO,"
Captain Cullen, will be despatched for
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The steamer has Superior accommodations
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Hongkong, 8th July, 1897.

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We claim that our work possesses all the
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without hardness
but being flat
if light and shadow.

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 SURVIVORS.
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THE HONGKONG DISPENSARY.
Hongkong, 15th April, 1897.

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Orders for extra copies of the paper should be
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Telephone No. 15.

BIRTH.
At 4, Cameron Villa, on the 5th July, Mrs. S. S.
BENTLEY, of a daughter.
(1548)

The Daily Press.
HONGKONG, JULY 15, 1897.

In an article on the West River trade, the *Echo* Magazine, after referring to the Chinese attempts at extortion at Wuchow, goes on to say that there is another im- portant point that requires solution, so far as Macao is concerned. By the Convention between England and China only Samshui and Wuchow are open ports (our contem- porary should have added Kowloon) the remaining places mentioned being merely landing places. Goods destined for the open ports may pay their duties on arrival, but where small goods destined for the landing places pay, seeing that duties are not collected there? Our contemporary says it would be logical that the duties should be collected at Lappa, but it appears the Customs station there is not authorised to receive them or to exercise any jurisdic- tion whatever over the trade, except to issue a pass to steamers proceeding to the West River and see that they observe the route laid down in the notification issued by the Customs Customs some time ago. This limitation, the writer argues, is vexatious and prejudicial to the development of Macao's trade. The traffic between Macao and Kowloon, it is pointed out, is according to the statistics of the Lappa Customs of considerable importance, as in one year junk made 800 voyages between the two places and carried 55,520 tons of cargo. This volume of trade would give lucrative employment to a regular line of steamers, and it would be a pity if it continued to be carried on in junks, and still worse would it be if the trade, for the reason that it could not be conducted by steamers from Macao direct, were trans- ferred to Canton via Samshui. The *Echo* urges this matter on the attention of the Macao authorities and suggests that every endeavour should be used to facilitate the establishment of a regular line of steamers from Macao to Kowloon and Samshui, with liberty to carry passengers and cargo, without any obligation, as hitherto insisted upon, to proceed first to Samshui. The remarks of our contemporary apply *par passu* to the trade from Hongkong, and it would be a convenience from every point of view if traders were allowed to take out transit passes at Kowloon or Lappa to cover their goods

destined for the landing places along the West River. The Convention provides that these landing places are to be under the same regulations as the ports of call on the Yangtze River. In the Chefoo Agreement, under which the junk trade landing places were opened, it is provided that "At all such ports, ex- cept in the case of imports accompanied by a transit duty certificate, or exports similarly certificated, which will be sover- ally passed free of letin on exhibition of such certificates, letin will be duly col- lected on all goods whatever by the native authorities." Trade can accordingly only be effectively carried on by steamers under transit pass, and as regards Kowloon and Samshui, which are situated on the lower branch of the West River, between Macao and Samshui, it is a disadvantage that the goods should have to be carried to Samshui or Canton in order to obtain a pass. Even as regards the calling ports higher up the river—Takshing and Shuangshing—it would probably be a convenience and save delay if passes could be secured at the commencement of the voyage instead of having to be taken out while the goods are at Canton or Samshui en route.

The delivery of the French Mail was begun at 8.47 a.m. yesterday.

The N. P. steamer *Dezember* sailed from Kowloon, W. P., on the 14th inst. for Hongkong. There were 2,436 visitors to the City Hall Museum last week of whom 207 were Euro- peans.

The Hongkong Electric Co., Limited, notices a final call of 2s. 6d. share, payable on the 9th August.

At the annual meeting of the Bimbleall League, at Manchester, a paper was read by Mr. Geo. Jamieson.

The steamer *Katsura*, from Calcutta and Straits, left Singapore for this port on Sat- urday the 13th inst. at 5 p.m.

The steamer *Morven*, from New York, left Singapore for Hongkong on the 14th inst. and may be expected here on or about the 10th inst.

The C. M. steamer *Morven*, from Glasgow and Liverpool, left Singapore for this port on the 14th inst. and may be expected here on or about the 9th inst.

By kind permission of Colonel Gordon and the Officers, the Band of the 1st Buffs, will be in the Hall of the Ladies' Recreation Club this evening at a quarter past nine.

Under the auspices of the London Chamber of Commerce, in the Hall of the Chamber, Company, S. Dwyer, Esq., B.C., his Excellency Takaaki Kato, Japanese Minister, read a paper on 15th May, on "Japan and Some of its Economic Aspects."

The London *Gazette* has the following notice:—The Hongkong Regiment. The fol- lowing Lieutenants of the Indian Staff Corps have been appointed to the Indian Staff Corps, to be attached to Captain W. C. M. Woodcock, R.S.O., and A. D. Barrett, vice Captain M.C.O. R. B. Hay, I.S.O.

The Hon. Treasurer of the Allies Memorial and Netherloft Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
H. C. Ho 20
H. C. Ho 20

Dense volumes of vapor proceeding from the deck of the steamship *Benutzer* on the 14th inst. caused the fire which broke out on the vessel. She was lying at No. 3 wharf at Kowloon at the time and was being towed by the tug *Chung Yee*. The cause of the fire was not ascertained, but it is believed that the fire was caused by the use of kerosene lamps on the vessel. The fire was extinguished by the tug *Chung Yee* and the vessel was towed to the wharf. The fire caused considerable damage to the vessel and the cargo. The vessel was repaired and is now ready for service.

The issue of the Japanese war bonds has been very eagerly taken up by the public. The security was considered good, the rate of exchange was fixed and left no loophole for fluctuations, and the condition of the money market was such that any amount of money could be raised. It would be readily taken. If the Japanese Government, therefore, obtained good terms as a result of rival negotiations, the risk of those who signed this year's very speedily rate off—London and *China Express*.

Meers, Marry, Brothers, Chapel-street En- gine Works, Airdrie, have just completed the construction of the steamship *Chung Yee* for the service of the Imperial Mail of China, at Canton. These supplies are to be of the same type and quality as the two pairs of similar engines of the *Chung Yee* and the *Chung Yee* for the Chinese Government by the late Mr. Dick and Stevenson, Airdrie, some eight or ten years ago. Mr. Stevenson, who designed the engine machinery, has been commissioned to inspect the construction of the engines and to steam and test the engines before shipment.

The London and China Express—Stories still go round that the engine of the *Chung Yee* was considered good, the rate of exchange was fixed and left no loophole for fluctuations, and the condition of the money market was such that any amount of money could be raised. It would be readily taken. If the Japanese Government, therefore, obtained good terms as a result of rival negotiations, the risk of those who signed this year's very speedily rate off—London and *China Express*.

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Lady Hamilton, wife of Admiral Sir R. B. Ham- iltan, died at St. James's Palace, London, on the 14th July aged 85. She was the daughter of the late Sir R. B. Hamiltan, 1st Bt., and was married to Admiral Sir R. B. Hamiltan in 1853.

The following are the latest additions to the Diamond Jubilee list of donors:—Messrs. M. A. Myers & Co. and their numerous agencies, the Man On Insurance Co., Limited, the Chan On Fire Insurance Co., Limited, the On Tai Insurance Co., Limited, the Windsor Hotel and the On Tai Marine Insurance Co., Limited.

Accounts received from Fernando Po show, says a contemporary, that the Cuban and Phi- lipine prisoners at Fernando Po are dying in large numbers. Up to 21st April forty of them had died as well as nine of the soldiers who were sent to guard them. All are understood to have succumbed to the African fever. Since the above date many more are reported to have died.

Messrs. Wm. G. Hale & Co., in their circular dated August 1st, state that the sugar market keeps up at a high level, and in view of the shortening supplies from the interior and the money market has made this season. Arrivals are down to 20,000 tons. We quote for every full grown sugar, No. 1 white (round) \$3.87, No. 2 white (round) \$3.80, No. 3 white (round) \$3.72, No. 4 white (round) \$3.65, No. 5 white (round) \$3.58, No. 6 white (round) \$3.51, No. 7 white (round) \$3.44, No. 8 white (round) \$3.37, No. 9 white (round) \$3.30, No. 10 white (round) \$3.23, No. 11 white (round) \$3.16, No. 12 white (round) \$3.09, No. 13 white (round) \$3.02, No. 14 white (round) \$2.95, No. 15 white (round) \$2.88, No. 16 white (round) \$2.81, No. 17 white (round) \$2.74, No. 18 white (round) \$2.67, No. 19 white (round) \$2.60, No. 20 white (round) \$2.53, No. 21 white (round) \$2.46, No. 22 white (round) \$2.39, No. 23 white (round) \$2.32, No. 24 white (round) \$2.25, No. 25 white (round) \$2.18, No. 26 white (round) \$2.11, No. 27 white (round) \$2.04, No. 28 white (round) \$1.97, No. 29 white (round) \$1.90, No. 30 white (round) \$1.83, No. 31 white (round) \$1.76, No. 32 white (round) \$1.69, No. 33 white (round) \$1.62, No. 34 white 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(round) \$6.40, No. 270 white (round) \$6.43, No. 271 white (round) \$6.46, No. 272 white (round) \$6.49, No. 273 white (round) \$6.52, No. 274 white (round) \$6.55, No. 275 white (round) \$6.58, No. 276 white (round) \$6.61, No. 277 white (round) \$6.64, No. 278 white (round) \$6.67, No. 279 white (round) \$6.70, No. 280 white (round) \$6.73, No. 281 white (round) \$6.76, No. 282 white (round) \$6.79, No. 283 white (round) \$6.82, No. 284 white (round) \$6.85, No. 285 white (round) \$6.88, No. 286 white (round) \$6.91, No. 287 white (round) \$6.94, No. 288 white (round) \$6.97, No. 289 white (round) \$7.00, No. 290 white (round) \$7.03, No. 291 white (round) \$7.06, No. 292 white (round) \$7.09, No. 293 white (round) \$7.12, No. 294 white (round) \$7.15, No. 295 white (round) \$7.18, No. 296 white (round) \$7.21, No. 297 white (round) \$7.24, No. 298 white (round) \$7.27, No. 299 white (round) \$7.30, No. 300 white (round) \$7.33, No. 301 white (round) \$7.36, No. 302 white (round) 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No. 336 white (round) \$8.41, No. 337 white (round) \$8.44, No. 338 white (round) \$8.47, No. 339 white (round) \$8.50, No. 340 white (round) \$8.53, No. 341 white (round) \$8.56, No. 342 white (round) \$8.59, No. 343 white (round) \$8.62, No. 344 white (round) \$8.65, No. 345 white (round) \$8.68, No. 346 white (round) \$8.71, No. 347 white (round) \$8.74, No. 348 white (round) \$8.77, No. 349 white (round) \$8.80, No. 350 white (round) \$8.83, No. 351 white (round) \$8.86, No. 352 white (round) \$8.89, No. 353 white (round) \$8.92, No. 354 white (round) \$8.95, No. 355 white (round) \$8.98, No. 356 white (round) \$9.01, No. 357 white (round) \$9.04, No. 358 white (round) \$9.07, No. 359 white (round) \$9.10, No. 360 white (round) \$9.13, No. 361 white (round) \$9.16, No. 362 white (round) \$9.19, No. 363 white (round) \$9.22, No. 364 white (round) \$9.25, No. 365 white (round) \$9.28, No. 366 white (round) \$9.31, No. 367 white (round) \$9.34, No. 368 white (round) \$9.37, No. 369 white (round) \$9.40, No. 370 white (round) \$9.43, No. 371 white (round) \$9.46, No. 372 white (round) \$9.49, No. 373 white (round) \$9.52, No. 374 white (round) \$9.55, No. 375 white (round) \$9.58, No. 376 white (round) \$9.61, No. 377 white (round) \$9.64, No. 378 white (round) \$9.67, No. 379 white (round) \$9.70, No. 380 white (round) \$9.73, No. 381 white (round) \$9.76, No. 382 white (round) \$9.79, No. 383 white (round) \$9.82, No. 384 white (round) \$9.85, No. 385 white (round) \$9.88, No. 386 white (round) \$9.91, No. 387 white (round) \$9.94, No. 388 white (round) \$9.97, No. 389 white (round) \$10.00, No. 390 white (round) \$10.03, No. 391 white (round) \$10.06, No. 392 white (round) \$10.09, No. 393 white (round) \$10.12, No. 394 white (round) \$10.15, No. 395 white (round) \$10.18, No. 396 white (round) \$10.21, No. 397 white (round) \$10.24, No. 398 white (round) \$10.27, No. 399 white (round) \$10.30, No. 400 white (round) \$10.33, No. 401 white (round) \$10.36, No. 402 white (round) \$10.39, No. 403 white (round) \$10.42, No. 404 white (round) \$10.45, No. 405 white (round) \$10.48, No. 406 white (round) \$10.51, No. 407 white (round) \$10.54, No. 408 white (round) \$10.57, No. 409 white (round) \$10.60, No. 410 white (round) \$10.63, No. 411 white (round) \$10.66, No. 412 white (round) \$10.69, No. 413 white (round) \$10.72, No. 414 white (round) \$10.75, No. 415 white (round) \$10.78, No. 416 white (round) \$10.81, No. 417 white (round) \$10.84, No. 418 white (round) \$10.87, No. 419 white (round) \$10.90, No. 420 white (round) \$10.93, No. 421 white (round) \$10.96, No. 422 white (round) \$10.99, No. 423 white (round) \$11.02, No. 424 white (round) \$11.05, No. 425 white (round) \$11.08, No. 426 white (round) \$11.11, No. 427 white (round) \$11.14, No. 428 white (round) \$11.17, No. 429 white (round) \$11.20, No. 430 white (round) \$11.23, No. 431 white (round) \$11.26, No. 432 white (round) \$11.29, No. 433 white (round) \$11.32, No

